

Message Text

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PAGE 01 SANTIA 05949 202149Z
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TAGS:

SUBJ: INFORMATION ON CARGO DISCHARGE SURVEYS IN CHILE.

1. THE "PAPELETA DE RECEPCION" IS AN OFFICIAL DOCUMENT PREPARED BY THE PORT ADMINISTRATION, A GOC AGENCY, ACCORDING TO THE SHIP'S MANIFEST, (BILL OF LADING) INFORMATION PROVIDED BY THE SHIP'S AGENT AND THE PORT ADMINISTRATORS OWN FINDINGS.

2. THE PURPOSE OF THIS DOCUMENT IS TO STATE ALL THE PERTINENT DETAILS OF THE SHIPMENT, I.E. ESTIMATED WEIGHT OF THE GOODS, CONDITIONS OF THE COMMODITIES AT THE TIME OF DISCHARGE, ETC; THE WEIGHT ON BROKEN CONTAINERS IS ESTIMATED AND AGREED UPON BETWEEN THE PORT ADMINISTRATOR AND THE SHIP'S AGENT SIGNING THE "PAPELETA DE RECEPCION".

3. IT SHOULD SHOW THE EXACT CONDITION OF GOODS RECEIVED REGARDING SHORTAGE, SLACKAGE AND UNFITNESS; BUT ACCORDING TO CRS COUNTERPART AGENCY, CARITAS CHILE, THE "PAPELETA DE RECEPCION" USUALLY REFLECTS ONLY A GENERAL STATEMENT OF THESE DAMAGED CONDITIONS.

4. THE NATIONAL HEALTH SERVICE (SNS) IS THE ONLY ONE WHICH MAY DETERMINE WHEHER A CARGO IS UNFIT FOR HUMAN CONSUMPTION.

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5. YES.

6. THIS DOCUMENT USE TO CONTAIN THE SAME LOSS INFORMATION ON A SHIPMENT AS THAT REPORTED BY LLOYD'S AS LLOYD'S USE TO COPY THE PORT AUTHORITY RECORDS IN ORDER TO REDUCE THE COST OF THE INDEPENDENT CARGO SURVEY. AFTER INSTRUCTIONS RECEIVED

BY AID/W REGARDING THE ACCURACY OF THE INDEPENDENT CARGOSURVEY, THE FFPO HAD MEETINGS WITH THE LLOYD'S AND U.S. VOLAG REPRESENTATIVES ABOUT THIS SUBJECT. AS A RESULT LLOYD'S CHANGED ITS PROCEDURES AND HAS BEEN ACTING AS AN INDEPENDENT CARGO SURVEYOR. THIS HAS RESULTED IN AN INCREASE IN THE COST OF EACH CARGO SURVEY, DUE TO THE NEW MANPOWER EMPLOYED TO CARRY OUT THE INVESTIGATION ACCURATELY.

7. YES. SINCE THE "PAPELETA DE RECEIPCION" IS THE OFFICIAL DOCUMENT ISSUED BY THE PORT ADMINISTRATION FOR THESE PURPOSES.

ADDITIONAL INFORMATION REQUESTED ON PAGE #2

1. AN EX-SHIP'S TACKLE SURVEY IS FEASIBLE TO BE PERFORMED IN ANY CHILEAN PORT. WHAT LLOYD'S REPORT REFERRED TO IS THAT THEIR REPRESENTATIVES ARE NOT ALLOWED TO ORDER THE PORT WORKMEN TO WEIGH PACKAGES NOR TO ASK THEM TO SEPARATE DAMAGED OR TORN OR SLACK PACKAGES FROM THE GOOD ONES. THEY ARE, HOWEVER, ALLOWED TO CONTRACT OUTSIDE TALLY CLERKS TO HELP THEIR OWN SURVEY STAFF TO DO THE JOB WITHIN THE PORT ADMINISTRATION'S PRECINCTS WITH THE ONLY PURPOSE OF COUNTING SACKS IN GOOD AND BAD CONDITIONS, AND ESTIMATING THE WEIGHT OF THE CONTAINERS. NORMALLY THE PORT AUTHORITY SEPARATES COMMODITIES ARRIVED IN GOOD SHAPE FROM THOSE THAT HAVE BROKEN CONTAINERS AND/OR PILFARRAGE.

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2. THE POSSIBILITY OF EMPLOYING OTHER SURVEYING FIRMS AS ALTERNATE OF LLOYD'S WAS DISCUSSED WITH THE U.S. VOLAG REPRESENTATIVES. HOWEVER, AFTER THE MEETINGS WITH LLOYD'S REPRESENTATIVE THE VOLAGS DECIDED TO CONTINUE WITH LLOYD'S. WE DO NOT, THEREFORE, HAVE ANY COMPARATIVE INFORMATION.

3. A JOINT SURVEY AGREEMENT BETWEEN THE VOLAG AND THE LOCAL CARRIER'S IS A POSSIBILITY TO OFFSET THIS PROBLEM IF THE SURVEY IS REALLY PERFORMED BY VOLAG PERSONNEL

DULY TRAINED TO CARRY OUT THIS WORK. HOWEVER, DUE TO THE LACK OF PERSONNEL AT U.S. VOLAG'S LEVEL (SAWS 2 PEOPLE - CRS 3 PEOPLE). THE AGENCIES WOULD HAVE TO HIRE MORE PERSONNEL TO EXECUTE THIS TASK, PROBABLY OFFSETTING THE GAIN.

THE MISSION IS NOT OF THE OPINION THAT THE U.S. VOLAG SHOULD DELEGATE THIS RESPONSIBILITY TO THE LOCAL COUNTERPART AGENCIES.

REGARDING TO THE LAST 3 QUESTIONS ON PAGE 3 MISSION'S REPLY IS AS FOLLOWS:

1. YES,

2. NO INFORMATION.

3. VALID BUT NOT ACCURATE. MISSION'S BELIEVES THAT A CARGO SURVEY MADE BY AN INDEPENDENT SURVEY IN WHICH IS INCLUDED ALL THE INFORMATION RELATED TO A COMODITY SHIPMENT IS THE BEST PROCEDURE IN ORDER TO VERIFY CLAIMS. THE "PAPELETA DE RECEPTION" MUST BE CONSIDERED AS AN EXTRA DOCUMNT TO SUPPORT ANY DISCREPANCY OR ALLEGATION THAT CAN BE PRESENTED BY THE OCEAN CARRIER.

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